
THE FENDER BILL

Street Car Companies Say They Will Not Oppose It.

Ask to Be Given Sufficient Time to Make Experiments.

JOHN SCULLIN SAYS THE FENDER IS THE BEST MEANS OF SAVING LIVES.

Capt. McCullough's Objection to the Fender is That It Tempts Small Boys to Steal Rides—The Lindell's Show-Away Frame.

President John Scullin of the Union Depot Railway, Manager Robert McCullough of the Holmes syndicate line, Manager George Baumhoff of the Lindell Railway, and President Chouteau Maffitt of the Missouri cable and electric system assured the Railroad Committee of the City Council today that they were in favor of the fender bill, and that they discussed fender life guards and automatic brakes, and finally asked the committee to defer action on the bill so as to give the advocates of the railways time to consult and to propose amendments to the measure as it now stands. The committee allowed them until next Wednesday to suggest what will be done.

Councilman Ferris, who introduced the measure and is a member of the Railroad Committee, was detained in court by a trial. Councilmen Arnsperger and Gast listened to the railroad men.

Mr. Arnsperger said the bill and asked Capt. McCullough to voice the sentiments of the railroad men. The captain, after objecting to the bill, said: "We are not here to oppose the fender bill; but there are a few features of the measure about which we would like to say a word. One is the time. We are obliged to have acceptable fenders on all our cars by March 1. The limit is too short. We would like to try the different kinds of fenders in order to discover the most feasible one. If we are not to be allowed to extend the time, we are not opposed to the bill."

Mr. Scullin: "There is no objection to extending the time."

Mr. John Scullin: "I am not opposed to the fender bill, but, on the contrary, I am in favor of it. We are more anxious than the public to prevent loss of life. But a measure of this sort should be framed with some leeway, so that a reasonable time should be allowed for the adoption of a satisfactory fender. I have put eleven devices on the Union Depot cars."

Mr. Gast inquired as to the efficiency of automatic brakes, and Mr. Baumhoff said that he had tried electric and air brakes and found them unreliable. Hand brakes were the only kind for street railways.

Mr. Baumhoff said the railway companies are adopting long cars and long cars would have to be equipped with a fender at each end. The fender is a device that is attached to the front of the car and is designed to prevent the car from running into a building or other structure.

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ROCTOMYS MONAX

He Saw His Shadow and Crawled Back Into His Hole.

The dawn and early hours of Ground Hog Day—February 2—revealed an almost cloudless sky. The sun shone brightly enough to cast well defined shadows, and true to tradition the ground hog returned to his winter quarters at the sight of himself.

It is likely that the extreme cold of early morning drove the ground hog back to his hole, for he is known to recognize his shadow. Or he may have frozen his toes and nose, as some of the rest of us did.

The sun had been concealed by banks of clouds the ground would have remained above ground and whistled about in delight at his escape from his winter exile. It is likely that the extreme cold of early morning drove the ground hog back to his hole, for he is known to recognize his shadow. Or he may have frozen his toes and nose, as some of the rest of us did.

Most of the communications suggest means for improving the train service. On the Missouri Pacific the plan suggested by the Post-Dispatch, that the Washington branch be run on the 5:30 p. m. and the 6:30 a. m. express train through Pacific, meets with general approval. Commuters with general living out on the Frisco ask that the 5:30 p. m. train be run on the 5:00 p. m. and the 6:30 a. m. train be run on the 6:00 a. m.

Many of these communications are quite lengthy and so into details, so that to publish the full list would be impossible, but the very fact that people take the trouble to propose these plans for bettering the service, so that people can get in and out of the city more easily, is a credit to the need of improvement in this particular. It shows that the public appreciate the service and want to see it improved. Of course, each town would like to see the change made for the use of the railroad, but that is not the purpose of the bill. The bill is to make the main line of the railroad service in and out of St. Louis.

St. Louis is the metropolis of the Southwestern United States. It is the fact that the railroad seems to do all they can to make it appear otherwise. For the railroad is the lifeblood of the city. It is the fact that the railroad seems to do all they can to make it appear otherwise. For the railroad is the lifeblood of the city. It is the fact that the railroad seems to do all they can to make it appear otherwise. For the railroad is the lifeblood of the city.

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Rev. Dr. Holland of St. George's Church will deliver the fourth sermon in the series on "The Gospel in Shakespeare" on Sunday morning. The subject of the sermon will be "The Tempest."

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IN EVERY MAN.

Suggestions Are Received by the Post-Dispatch From Suburbanites.

ALL HAVE IDEAS AS TO HOW THE TRAIN SERVICE COULD BE IMPROVED.

Some of the Plans Proposed by People Living Out on the Missouri Pacific and Frisco Roads—Down Town Station.

Not a day passes now that the Post-Dispatch is not in receipt of one or more communications from people living in the suburbs offering suggestions as to how the train service in and out of St. Louis might be improved. The suggestions cover the entire range of possibilities; from more and faster trains to additional tracks and a station nearer the center than is the new Union Station. In fact, this latter subject is one that receives much attention at the hands of the suburbanites.

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Quaker Oats

Highest of all in Leavening Power.—Latest U. S. Gov't Report

ABSOLUTELY PURE

REAL ESTATE.

TO HELP THE POOR.

A Charitable Organization Formed by Seventh Day Adventists.

The effects of the cold weather are becoming apparent in the real estate market and the building business. The real estate sales have fallen off considerably since the beginning of the present cold snap and the building interests are completely paralyzed. But few permits are being taken out, as the weather is such as to prevent any work in the building line being done, except inside finishing on the residences. The building permits for several months past have been much heavier than for the corresponding months of the preceding year. The Commissioner's report for January, 1935, shows that an influence the weather has on the building business.

Our Own Opinion. No other health or pleasure resort on the continent to-day can approach the famous Hot Springs of Arkansas in the way of amusement and the health-giving powers of its waters. This is especially true as regards amusements at this season of the year, as a running meet has been arranged for the race track, as well as baseball and foot ball games at the park and other sports. Another pleasure feature is the elegant drives to the other springs and resorts in the hills adjoining this great sanitarium, reached directly from St. Louis by daily through Pullman buffet sleeping cars, IRON MOUNTAIN ROUTE. Descriptive and illustrated pamphlets and full information cheerfully furnished on application to company's agents or H. C. Townsend, General Passenger Agent, St. Louis, Mo.

Christian Endeavor Anniversary. The fourteenth anniversary of the Christian Endeavor movement was observed Friday night at Lafayette Park, Presbyterian Church by the St. Louis Endeavor Union. Rev. C. Palmer, the pastor, delivered an address of welcome to the 2,000 persons present, and Rev. Michael Burman of Chicago, president of the National Christian Endeavor Society. A splendid musical program was presented, the choir of the Union being especially prominent. The evening closed with a prayer by Rev. C. Palmer.

THE CRESCENT HOTEL. Eureka Springs, Arkansas. A beautiful stone, fire-proof structure, with all modern improvements, situated in the heart of the Ozark Mountains; mild and bracing climate; wild and beautiful scenery; unrivaled medicinal waters. The hotel is situated on the St. Louis and San Francisco Railway between St. Louis and Eureka Springs. Write to the manager for descriptive pamphlet, rates, etc.

School Board Building Committee. At the meeting of the Building Committee of the School Board, held last night, the request of Acme Council of the Junior Order of United American Mechanics to erect an American flag on Arlington School on Washington's birthday was granted. Permission was also given the St. Louis Microscopic Society to hold its meetings in the Board of Education building on payment of incidental expenses thereby incurred.

NATURALIZATION PAPERS. Some Adverse Criticism of Judge MacAdam's Ruling. The refusal of Judge MacAdam of the Superior Court of New York to naturalize the Chinese, who are coming to the United States in large numbers, has caused a great deal of discussion. The Chinese are coming to the United States in large numbers, and the government is doing everything possible to relieve the situation.

Time Is Important. To the business man, and its importance is considered in running trains on the Vandalsia-Pennsylvania, the short line between St. Louis and the East, and the natural route from the West and Southwest. 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